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REPORT

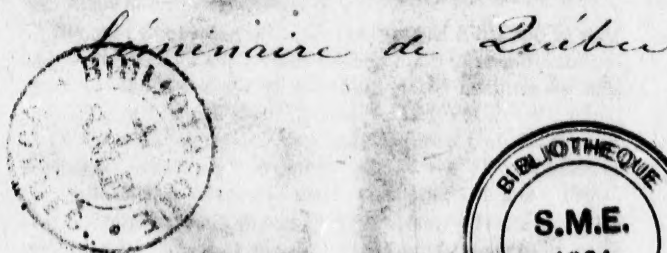
OF THE COMMITTEE ON THE

MONTREAL AND KINGSTON SECTION

OF THE

Canada Grand Trunk Railway.

1851



Séminaire de Québec



REPORT

OF THE COMMISSION OF THE

MONTREAL AND KINGSTON SECTION

OF THE
CANADIAN PACIFIC RAILWAY.

Rev E. J. Moran
given to the Seminary 1858

REPORT.

The Committee appointed at the Public Meeting, held in Montreal on Friday, the 29th November last, to consider the propriety of commencing a Western Railway, beg leave to Report:—

That having secured the services of C. S. Gzowski, Esq., Chief Engineer of the St. Lawrence and Atlantic Railroad, they placed in his hands instructions to proceed with the necessary surveys to determine the most advantageous route from Montreal to Prescott; and subsequently, having become satisfied that it was desirable to extend the examinations to Kingston. Mr. Gzowski was instructed to report generally upon the line to that city. In reference to these surveys, the Committee would remark, that they early became satisfied that of the various routes suggested, two only required particular immediate notice—that by the Ottawa, and the direct route by the St. Lawrence—the others being merely variations of the routes, and not necessarily requiring examination at this period of the enterprise.

The Report of Mr. Gzowski is now herewith submitted:—

ENGINEERS' OFFICE,
St. Lawrence and Atlantic Railway,
Sherbrooke, Feb. 26, 1851.

JOHN YOUNG, Esq., Chairman,
Executive Committee,
Montreal & Prescott Railway.

SIR,—In compliance with the instructions contained in your communication of the 19th December last, "to examine and report on the character of the country, and facilities for constructing a Railroad from Lachine to Prescott and Kingston, on a line parallel with the St. Lawrence, and from Lachine to the same points by the North side of the Ottawa, passing through or near Grenville, and to furnish you with the distances and the probable cost of each of these routes," I proceeded, as soon as arrangements for the purpose could be completed, to make the desired examination, and have now the honor to report the results, for the information of the Executive Committee.

Previously to entering upon the details, I wish to state, that the examination was of a general character. I traversed the

country as nearly in the direction in which the definite location of the routes would be recommended, as it was practicable to do within the time allowed, and sufficiently near, to speak with a degree of certainty as to the distances, general character of the country, and facilities for obtaining material required for construction, as well as to enable me to arrive at the probable cost of the routes respectively.

In making the examination of the route from Montreal to Kingston, by the north of the Ottawa, your instructions as to the general direction to be taken, viz.: to cross the Ottawa river at St. Eustache, and to re-cross it at or near Grenville, were complied with.

But as no particular localities were mentioned to be embraced in the examination of the line parallel with the St. Lawrence, it seems incumbent on me, previous to entering upon the description, comparison, or estimate of either of the routes, to explain for what reasons the section of the country lying at so considerable a distance from the River St. Lawrence was selected for the field of operations.

Firstly—By traversing the country at some distance from the River St. Lawrence, a reduction in distance is secured, and curvature to a very great extent avoided.

Secondly—An important saving is effected in the original cost of construction, the general surface of the country being more level, and less cut up by numerous streams, which, nearer their sources, are very inconsiderable, and are crossed without difficulty, but which increase in extent as they approach their confluence with the St. Lawrence, and become a formidable item in the expense of construction. The future working and success of the Road were also considerations that induced me to make an effort to find a practicable route at some distance from the river, possessing advantages of economy in its original cost, and not subject to competition with so powerful a rival as the navigation of the St. Lawrence.

Of the extent of success in the attempt, you will be enabled to judge from the details treating of the character of the routes.

GENERAL DIRECTION OF THE ROUTES EXAMINED.

THE NORTH OR OTTAWA ROUTE.

Commencing at Lachine, the Road can be carried in a straight line to the Riviere des Prairies, one of the branches of the Ottawa. The River at this point is divided, by Heron and Green Islands, into three channels, and presents the most

favourable point for crossing. Thence across the upper end of Isle Jesus, to the River Jesus, another branch of the Ottawa, and crossing it at a short distance above Dumont's Mills. On reaching the North-westerly bank of the river, the Line changes its direction by a curvation to the Westward, and can be carried, with but a slight variation from a straight line, to Grenville. The crossing of the Ottawa a second time being unavoidable, it was considered necessary to make an examination of several points at which this could be effected.

The first point examined was that at Carillon. The river here was found to be 1766 feet wide, between the banks; and the soundings shewed that the depth in the channel, which was upwards of 400 feet in width, was 70 feet; the depth of the river outside the channel, varied from 6 to 15 feet.

The second place at which an examination of the river for a Bridge was made, was at Watson's Island. The river is here divided by the Island, into two channels, one of 567, and the other of 892 feet in width; the depth of the water not exceeding 10 feet.

The third place examined was at Grenville, at the basin immediately below the first rapids, where the river is about 2000 feet wide; and I am informed by one of the oldest pilots, that the depth in the channel, during the ordinary state of water, does not exceed 10 feet.

If the item of cost alone is to be considered, the least expensive place for crossing is at Watson's Island; the channel there is of the least width and depth, and is quite free from jams of ice.

Bearing in view the future success of the Road, should it be carried in the direction of the Ottawa, and the necessity of securing to it the advantage of the Ottawa trade, I am led to the conclusion, that the proper place for crossing the river is at Grenville. The original cost of bridging will be somewhat greater, but the advantage of being at the foot of an uninterrupted navigation for the largest class of steamers, of sixty miles in extent, securing to the Railwa. the greater part of the freight and all the passenger traffic, should be a sufficient inducement to meet the additional expenditure.

Crossing the river at Grenville, to Hawkesbury, the line from thence assumes a South-westerly direction, passing near Caledonia Springs, through the Township of South Plantagenet, near High Falls, on the River Nation, in the Township of Finch, where it will cross the Nation River, to near Armstrong's Mills, in Winchester; from thence, taking a south-

westerly direction, to Sheaver's Mills, in the Township of Mountain.

Considering this last point, as one common to both the Ottawa and the St. Lawrence routes, and from whence, both lines will assume the direction of Kingston, I will leave the description of that portion of the route to the last, and proceed to describe the St. Lawrence route from Lachine to Sheaver's Mills.

THE ST. LAWRENCE ROUTE.

Commencing at Lachine, the Line of Road will assume the general direction of the Northern bank of Lake St. Louis to St. Ann's, then crossing one of the channels of the Ottawa River, traverse the upper part of Isle Perrot, and crossing the second channel of the Ottawa, near the old mill on the Hon. Mr. Harwood's Seignior, reach the village of St. Polycarpe, in a straight line; from thence, taking a more westerly direction, through the Seignior of New Longueuil, the rear part of the Township of Lancaster, near the village of Alexandria, rear of Charlottenburgh, near the village of St. Raphael, rear of Cornwall, south-west corner of Roxboro', rear of Osnabrock, front of Winchester and Mountain, reach Sheaver's Mills.

I have little doubt but from St. Polycarpe, in the Seignior of New Longueuil to Sheaver's Mills, in Mountain, a distance of upwards of 57½ miles, the road will be located in one straight line.

From Shever's Mill the road will assume a south-westerly direction, and pass, it is believed, in a straight line, through the front of South Gower and Oxford, rear of the Township of Augusta, near the Village of North Augusta, rear of the Township of Elizabethtown, near the villages of Frankville and Farmersville, in Kitley, to Furnace Falls, in the Township of Landsdown, making another tangent of 42½ miles.

From Furnace Falls the line will pass through the Township of Leeds to Brewer's Mills, in the Township of Pittsburgh, near the Rideau Canal; thence following an interval between the Ridges of Granite Formation to Kingston Mills, crossing the Rideau Canal before the Last Lock, at a point called the Hellespont to the city of Kingston.

The City of Kingston can be approached in three different directions—one by crossing the valley on the north-west side of the Canal, ascending a Ridge which extends in a north-westerly direction past Kingston, and enter the city on a level

through the French Village. By this Line the Railway will pass through the city at an elevation of about 60 feet above the surface of the water in the Harbour, and there would be no difficulty in laying down, for the accommodation of the trade, a track from the main line to the water's edge, by which the Freight can be brought to and from the Main Trunk Line.

Another way of reaching Kingston is to descend into the valley of the Cataraqui River, after crossing the Canal, and following the north-west side of the River to the City.

The third practicable route for reaching the city, is to keep on the side of the Canal, instead of crossing it, following the Ridge extending to Barriefield, and with a descending grade, reach such a level as may be found necessary to cross the Cataraqui River at a point not far from the present Bridge, and enter the City on the water side.

Careful examination of the ground, and accurate surveys of all the routes, having in view the connection with the road to the west, will show the proper route for adoption.

GENERAL FORMATION OF THE COUNTRY.

The general formation of the country on the Ottawa as well as on the St. Lawrence routes, through which the examination was made, is very level, passing for almost the entire distance through a Lime Stone Formation, and presenting no obstacles to the construction of a cheap road, with easy grades. The crossings of the Ottawa River, are the only points where bridges of considerable extent will be required. The sites selected are favourable, and not exposed either to sudden floods or jams of ice. From Furnace Falls to Kingston the geological formation is changed from Limestone to Granite, extending from within three miles of Kingston. This section of the country is thickly studded with ponds and lakes, some of which are of considerable extent, and of great depth. The surface is much broken and required a careful examination to discover a Line for a Railway which should avoid many of the Rocky Ridges which seem to bind the Country, and at the same time shun the numerous sheets of water. Through the kindness of Mr. Hill, the Mayor of Kingston, and several other gentlemen who took a warm interest in the road, an experienced guide was provided for me, and I was agreeably surprised, at having been able by following a number of valleys, separating the ridges, some of which are of considerable width and bear uniformly in the North-easterly direction, to find a

favorable route, without the necessity of having extensive rock cuttings or objectionable curvature.

On the Ottawa route the Line examined passes through a well settled and cultivated country from Lachine to Hawkesbury. From thence to Sheaver's Mills in Mountain, for almost the entire distance, it passes through woods, generally of hard timber, showing the presence of a strong soil well calculated for agricultural operations and requiring only settlement and enterprise to make it equal to any portion of the country now under cultivation. The subsoil on the whole route, with but few exceptions, is of strong clay, requiring careful drainage and thorough ballasting to prepare it for a permanent and proper foundation to receive the rail. Timber of every description is abundant, and of good quality, suitable stone for building purposes is not readily obtained. In several localities it is many miles distant from the line of road.

On the St. Lawrence route the Line examined passes for almost the entire distance from Lachine to Sheaver's Mills, in Mountain, through a well settled Agricultural country.

Through the County of Vaudreuil but very small portion of the Road will pass through wooded land. After crossing the boundary Line between Upper and Lower Canada almost every Lot is settled, and the front and rear of every concession are cleared and farmed.

Stone and gravel are abundant and of excellent quality; from Sheaver's Mills to Kingston the country is thickly settled and well cleared. Many portions of it, such as the front of the Townships of Bastard and Kitley, and portions of Landsdown and Yonge are in a high state of cultivation. On approaching the city of Kingston through the Township of Pittsburg, the country becomes more broken and rugged, and is less settled.

Examining the entire Line from Lachine to Kingston by the St. Lawrence route it will not be an exaggeration to state that it presents generally an appearance of prosperity and wealth among the Agricultural community. The dwelling houses are generally of stone, well built, with their barns, cattle sheds, and numerous stacks of grain around them, giving one the idea of comfort and independence and bearing, undeniable evidence that the country is capable of producing more than the mere supplies for the wants of the Farmer, needing only ready means of access to market to make it one of the finest agricultural countries on the continent.

COMPARISON OF THE ROUTES—DISTANCE.

The distance from Lachine to Kingston by the Ottawa route, taking the direction already referred to, and measuring it on the map compiled from the best authorities, is 177½ miles.

The distance from Lachine to Kingston by the St. Lawrence route, arrived at in the same manner, is 162½ miles, being only 7½ miles longer than the Air Line drawn between the two points, and showing that the St. Lawrence route is 14½ miles shorter.

FACILITIES OF CONSTRUCTION.

The Ottawa and the St. Lawrence routes are very similar in the general formation of the country in each, the surface is very level, and easily drained, but a considerable difference will exist in the cost of construction between the two Roads on account of the distance, extent of Bridging, Grubbing and Clearing, and facilities for obtaining material for Masonry and Ballasting.

The extent of Bridging on the Ottawa route, I estimate at 5322 feet, including the crossing of the Ottawa River, the width of the respective channels being at the first crossing, near St. Eustache, 2322 feet, and at the second crossing, near Grenville, 2000 feet.

The extent of Bridging on the St. Lawrence route, including the crossing of the Ottawa at St. Ann's, (which is 1834 feet), is 2859 feet, showing a saving, in favor of the St. Lawrence route, of 2463 lineal feet of Bridging.

The item of Grubbing and Clearing will, in my opinion, be one fifth greater on the Ottawa than on the St. Lawrence route.

The facilities for obtaining material for building purposes, such as stone for masonry in the culverts and bridges, and also for procuring gravel for ballasting, are much greater on the St. Lawrence than on the Ottawa route.

On the St. Lawrence route, lime stone is found within a very short distance of, and in many cases, on the line itself. Ridges of excellent gravel run parallel with, and near it; in some instances the line crosses them.

On the Ottawa route, both of these materials will, in most cases, require to be hauled for a considerable distance.

POPULATION.

The population of the Counties, through the interior of which the proposed routes will pass, exclusive of the popula-

tion of the City and Island of Montreal, as well as that of the City of Kingston, the Counties of Grenville, Leeds, and Frontenac, which should be added to either of the routes, will stand thus:—

The Ottawa route passes through the County of Two Mountains, with a population of about 28,791; also the County of Prescott and Russell, with a population of 13,883; making an aggregate population of 42,674 souls.

The St. Lawrence route passes through the County of Vaudreuil, with a population of 18,271; and through the Counties of Glengarry, Stormont, and Dundas, with their united population of 40,245; making an aggregate of 58,516 souls; and showing an excess in the population of the St. Lawrence route, equal to 15,912 persons, who would be directly interested and benefitted by the construction of the Road.

COST OF ROAD.

Before entering upon the calculation of the cost of either of the routes, it is well to remark, that the Estimate is an approximate one only.

It is for a permanent and efficient Road with grades which, in my opinion, need not, in any case, exceed 30 feet to the mile, and sufficient, it is anticipated, to cover what will prove to be its ultimate actual cost.

I estimate the cost of the Montreal and Kingston road, by the St. Lawrence route, at £5025 currency per mile; this amount covering not only the cost of construction, but also the motive power, and furniture necessary for making the road; making the total cost of the road—

162½ miles at £5025 Cy.,.....	£817,818 15 0
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By adopting the Ottawa route, the cost of the road will be as follows:—

177½ miles at £5025 Cy.,.....	£891,937 10 0
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To this must be added the additional cost of Bridging, which I estimate at.....	38,631 0 0
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Also, the additional cost of Grubbing, Bal- lasting, and Masonry, which I estimate at	33,800 0 0
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Making the total cost of road from Mont- real to Kingston, by the Ottawa route, £964,368	10 0
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Cost of St. Lawrence route,.....	£817,818 15 0
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Making a difference in favour of the St. Lawrence, of.....	£146,549 15 0
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Being called upon by my instructions to report on the routes in an Engineering point of view, estimating and comparing them with each other on that ground alone, I have endeavoured to give all the data and information that I was capable of collecting in the short time during which the examination was accomplished.

The results may be summed up in the following manner :— The St. Lawrence route is $14\frac{1}{2}$ miles shorter; it will cost £146,549 15s. less than the Ottawa route; and it passes through a country, the population of which, immediately interested in the construction of the road, exceeds that on the Ottawa route, by 15,942 persons.

With great confidence in the success of the enterprise, the first important step in the accomplishment of which, you have been pleased to entrust to me, and being fully aware of the effect that the consummation of such an undertaking will have upon the trade of Kingston and Montreal, as well as the entire change that it will occasion on the Commerce and Travel of the Great West, and of the immense advantages that it must entail upon the entire section of the country through which the road may pass, I cannot but urge an early decision on the route to be adopted, and its immediate commencement.

I have great pleasure in noticing the valuable assistance I received from Mr. H. H. Macfarlane, Civil Engineer, who accompanied me while making the examination, and from whom I obtained a number of important documents and Plans of Survey of different portions of the country.

I have the honour to be,

Sir,

Your most obedient servant,

C. S. GZOWSKI.

The Committee, in proceeding to lay before the Meeting the conclusions to which they have come, in relation to the proposed Railroad from Montreal to the Westward, have felt deeply impressed with the importance of the subject, and have endeavoured to govern themselves by considerations of that which will best subserve the general interests of the community, as well in Western as in Eastern Canada. Looking at the geographical position of Canada, and the exertions which have been made, and are making by the enterprising inhabitants of the adjoining States, to direct trade and travel from the St. Lawrence, at points above all our Public Works, your Committee believe that the time has arrived, when a vigorous and earnest effort should be made by the people of

Canada, to construct as speedily as possible, a Grand Trunk Line of Railway from Quebec to Windsor, opposite Detroit.

To the East the public see the Portland Railway rapidly approaching completion—they see this road in progress through Maine into New Brunswick and Nova Scotia, and in connection with the Railroads to Boston and New York, making Montreal a centre from whence will soon radiate lines of communication to every part of the populous and wealthy districts, lying east of Lake Champlain, and south of the St. Lawrence. To the west from Detroit, now extend hundreds of miles of Railroad, bringing to that point the products and travel of the Western interior.

Such a line of Road through Canada, will afford to five millions of people in the West and in the East, the shortest and most direct route for all the vast business intercourse between those regions, and it will perfect the advantages of the magnificent navigation of the St. Lawrence, by ensuring constant and easy communication. The want of a Railroad between Eastern and Western Canada, is at present seen by the fact, that the principal intercourse now passes *via* the United States, and to a commercial community it is scarcely necessary to state, that want of facility of transit tends to paralyse trade, as that will seek those channels least liable to interruption.

Montreal is, from its situation, at the head of Ocean navigation, and as the point where the River and Lake navigation commences, destined to become the centre and depot of the vast trade of the Lakes. As a seaport, it is no farther in fact, from Great Britain, than New York or Boston, (indeed less,) and will soon be accessible by vessels of at least 1000 tons, while it must be remembered, that it is really 200 miles nearer the Western Lakes than any other Ocean port, and unquestionably possesses in the season of navigation infinitely superior means of communication, both as regards cheapness and time.

Its position in winter as regards the Atlantic, is shewn by the Railroads in progress, from the seaboard at Portland, Boston and New York—while its relative distance from the West can be shewn by the following comparative statement:—

	Miles.
From Detroit to New York, via Dunkirk,.....	745
Via Buffalo,.....	820
Via Hamilton,.....	788
From Detroit to Boston, via Buffalo,.....	878
Via Hamilton,.....	796
From Detroit to Montreal,.....	565

While the Committee have thought it their duty to point out some of the advantages of Montreal, they regard the road

on which they have been required to report, as forming only a section of the Main Trunk Line from Montreal, and hereafter from Quebec also, to the Detroit River, and in this view they have conceived it necessary to extend the projected line to Kingston at once. The general line ought, in their opinion, when completed, to be divided into three sections, each being of sufficient magnitude for an independent corporation—Montreal to Kingston—Kingston to Toronto, and Toronto to the intersection with the line of Great Western Railroad, and thence to Windsor.

Regarding this line of Railroad as a part only of one great route extending within a very short period from Halifax via Portland (and possibly via Quebec also) to the extreme West, the Committee necessarily have looked to the importance of selecting that route, which, by its directness, economy and gradients, will be best fitted to attract the stream of travel, of a population now exceeding millions, and whose increase can scarcely be estimated. The considerations named are the more essential, as a most severe competition has to be sustained, and if regard be not had to these requisites, the whole object may ultimately be frustrated. No immediate advantage of securing way business can, in the opinion of your Committee, justify a course that would subject the through trade to increased charges and loss of time. It is much better that small towns should obtain access by branches, rather than that a divergence should be made from that route which is best adapted for the Main Railroad. If the question be now taken up in the way recommended, Canada will be enabled at the commencement to avoid the errors of adopting circuitous routes, and the subsequent certainty of competing lines, as is now seen in Great Britain and the United States. The best and most direct line being chosen for the leading Railroad of the Province; its interests can never be interfered with—and additional confidence will be felt by capitalists in its success. In recommending the division of the Trunk Line into three Sections only, the Committee have had in view the avoidance of the difficulties arising in operating an extensive through traffic by numerous companies. By the course suggested, it is believed that the management and expense would be greatly reduced, and arrangements for pecuniary uniformity similar to those made in the case of the Canadian and American portions of the Portland Line could be readily adopted. In connection with this subject, it appears to your Committee most important that a uniform gauge should be adopted for Canada, north of the St. Lawrence. All the evils experienced by other countries by the early adoption of an inferior system, may here be avoided, and this Province has now the opportunity of greatly profiting by this experience. Much attention has been given to this subject, and considering that Montreal is the point where a connection by bridge will soon be made between the Northern and Southern shores of the St. Lawrence, your Committee strongly urge upon the public and the Government, the adoption in Canada of an uniform gauge of five feet six inches, this having, after mature deliberation, been select

ed by the great Line from Montreal to Portland, as possessing greater capacity, more engine power, superior safety and speed. Apart, however, from these reasons, the Committee recommend this guage as being that of the grand line of Road from Montreal and Quebec to Portland, Maine, New Brunswick and Nova Scotia. Assuming the erection of a Bridge across the St. Lawrence at Montreal as certain, it is manifestly of paramount importance to construct the Railway westward on the same guage, as that extending 700 miles to the eastward. With the exception of the Lachine Railway, no existing interest would suffer—and in this case, the shortness of the line would render the expense of its alteration a matter of no great moment.

Having thus stated their opinion as to the policy that should rule in relation to the Railroad from Montreal to Kingston, the Committee submit the following view of the routes examined.

From Mr. Gzowski's report it appears that the direct route by the St. Lawrence is $14\frac{1}{2}$ miles shorter than that by the Ottawa, and will cost £146,549 less, while it passes through a country where the population immediately interested in the construction of the Road exceeds that by the Ottawa route by 15,942 persons.

From the above statement it appears to your Committee most desirable that the direct route should be adopted as being decidedly the most advantageous in relation to the great interests of the Province. In cost, it has likewise the advantage, and by its intersection with the proposed Bytown Road, near Sheaver's Mills, in Mountain, it will bring that town within 128 miles of Montreal. While Bytown will then be placed within 128 miles of Montreal; the distance from Bytown to Rouse's Point *via* Ogdensburgh, will be 168 miles; and as Rouse's Point is only 45 miles from Montreal, it is evident that the trade of Bytown can reach any eastern market passing through Montreal, by a route as short as that *via* Prescott and Ogdensburgh, thus affording the Upper Ottawa Trade greater facility than could be attained by the Grenville route. By the adoption of the latter route the whole through business of the country would be subjected to an additional transport of $14\frac{1}{2}$ miles, inflicting serious injury and ultimately ensuring the construction of a rival and direct line.

The question of the additional cost, would, in itself, have had much weight with your Committee, had it not appeared to them, that apart from it, there existed other imperative reasons for their conclusion.

On the subject of route, however, the Committee would remark that their views are offered in deference to the ultimate decision of the parties who may undertake the enterprize, and it is therefore, the more necessary, that those interested in the question, should exert every energy to acquire an influence by their stock subscriptions. The Committee discharge what they conceive a public duty in pointing out the best

route. It is for the proprietors hereafter to approve or reject their views. In the Act of Incorporation to be obtained for the Montreal and Kingston Railroad Company, the Committee have not therefore ventured to define the precise route.

In reference to the instruction to report on the best means of constructing the proposed Railroad, your Committee have felt it would be premature to take any decided steps, believing it better to await the action of the present meeting, in the appointment of a Provisional Committee, which should, in the opinion of your Committee, not exceed seven. It is, however, most encouraging to witness the enthusiastic manner in which the project has been received by the country generally, and your Committee do not doubt that with proper exertion, the means may be obtained ere long, for a commencement of the work.

Your Committee having anxiously considered the operation of the Act for granting the guarantee of the Province to Railroads, have addressed a memorial to the Government, praying the repeal of the stipulation requiring half the entire numbers of miles to be finished, on the grounds that it doubles the time required for the execution of the work—that it interferes with its proper and economical construction—that it causes precipitation in the execution of the first half, and increases its cost—that by postponing the completion of the entire line, it diminishes the inducement of Capitalists to invest, and that it really affords no security to the Province for the completion of the road, because the cost of the first half forms no criterion to judge of the latter half.

Your Committee looking also to the assistance to be obtained through the debentures of various Municipalities, have suggested to the Government, that their character would be made more acceptable to the lender, by certain modifications, and especially by authorising their issue at a higher rate of interest than six per cent. They have also suggested that, under certain conditions these Debentures might be made available equally with Provincial securities under the new Banking law.

Your Committee have also put themselves in communication with one of the principal Iron manufacturers in England, and are in hopes of getting a favourable offer for the supply of the Rails required.

In conclusion, your Committee desire most earnestly to advocate the adoption of immediate measures for the prosecution of this great work. The time is in every respect propitious—the political horizon is almost unclouded—the public credit is better than it has ever been before—money is to be obtained on favourable terms, in the great money markets of the world—public attention has been aroused to the subject—provisions, labour, iron, and all other material, are cheap—and it apparently needs but a continued vigorous effort to place the enterprize beyond a doubt. Its commencement now will give a new vigour to the Great Western Road, to the West; to the Portland Road, and to the Quebec Railroad

to the East; and it will probably call into immediate existence the remaining portion of the Trunk Line between Kingston and Toronto. Its delay or abandonment will stimulate to increased efforts, all the American Railroads stretching towards the St. Lawrence, and the Lakes, and even already reaching to Bytown; and from Toronto to Lake Huron. The Committee strongly urge the public to remember, that Trade once diverted, cannot easily be recalled, and the golden opportunity which we now have, may not for some time be renewed.

JOHN YOUNG,
Chairman of Committee.

Montreal, 4th March, 1851.



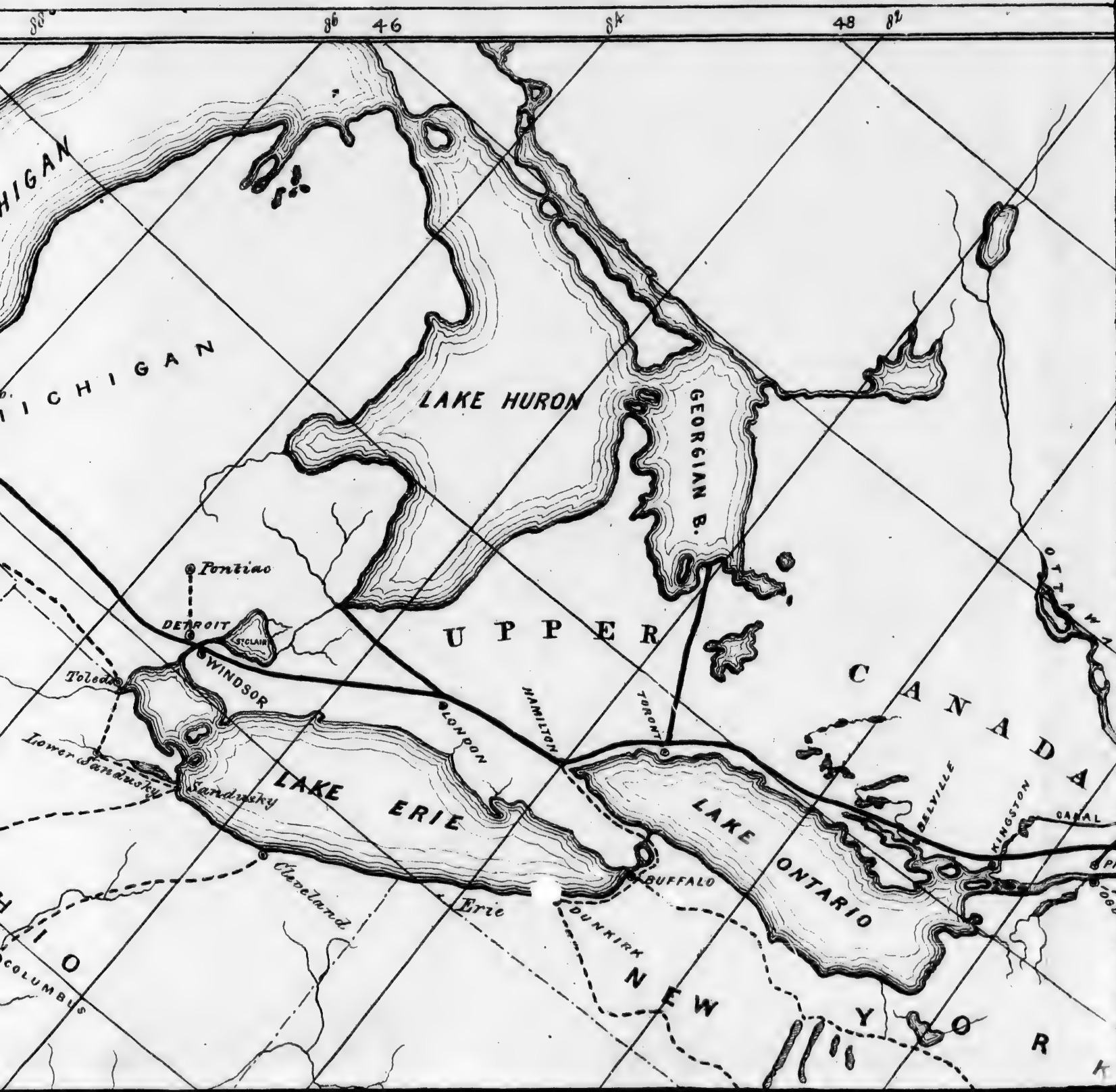
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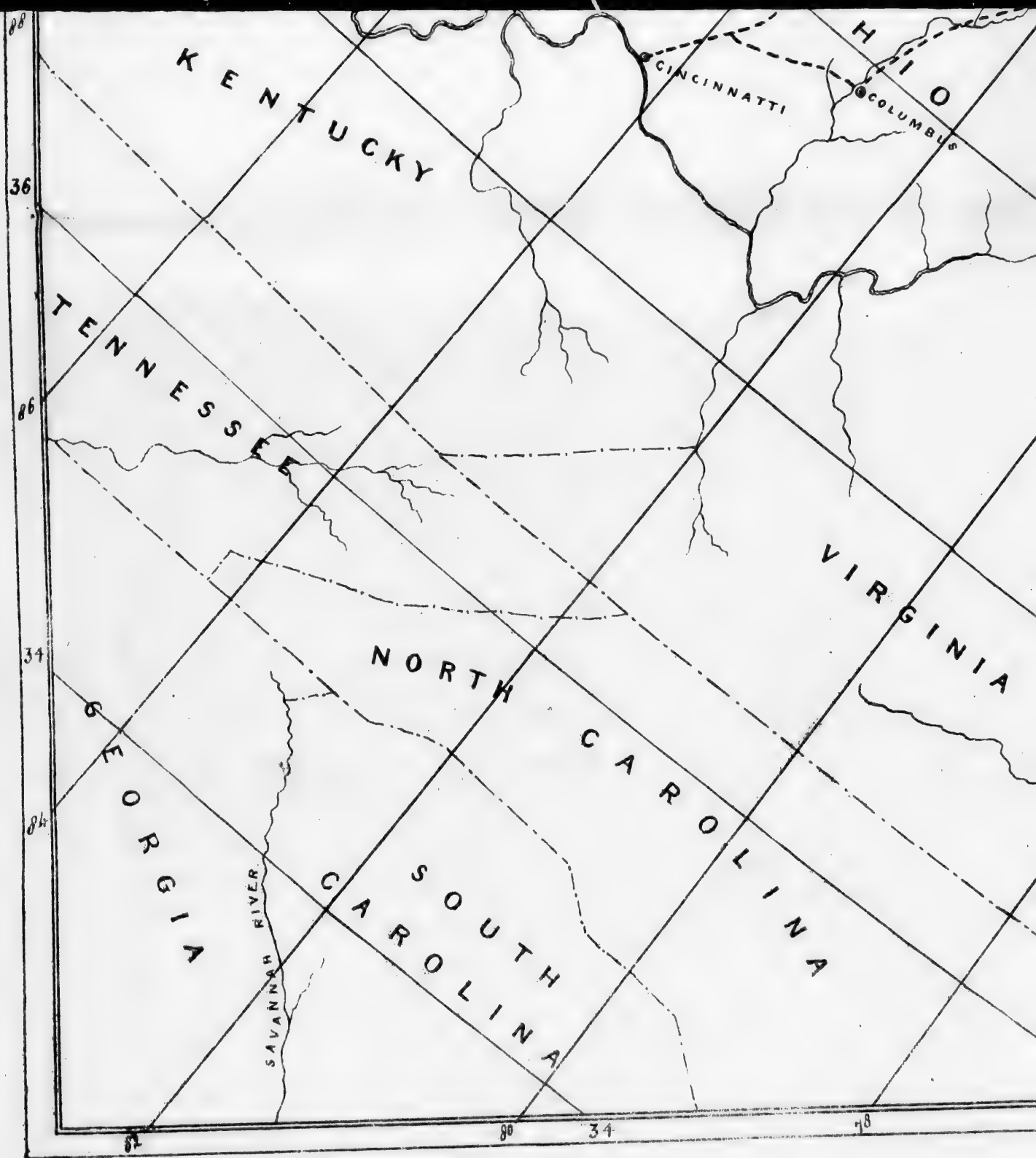
TABLE OF DISTANCES.

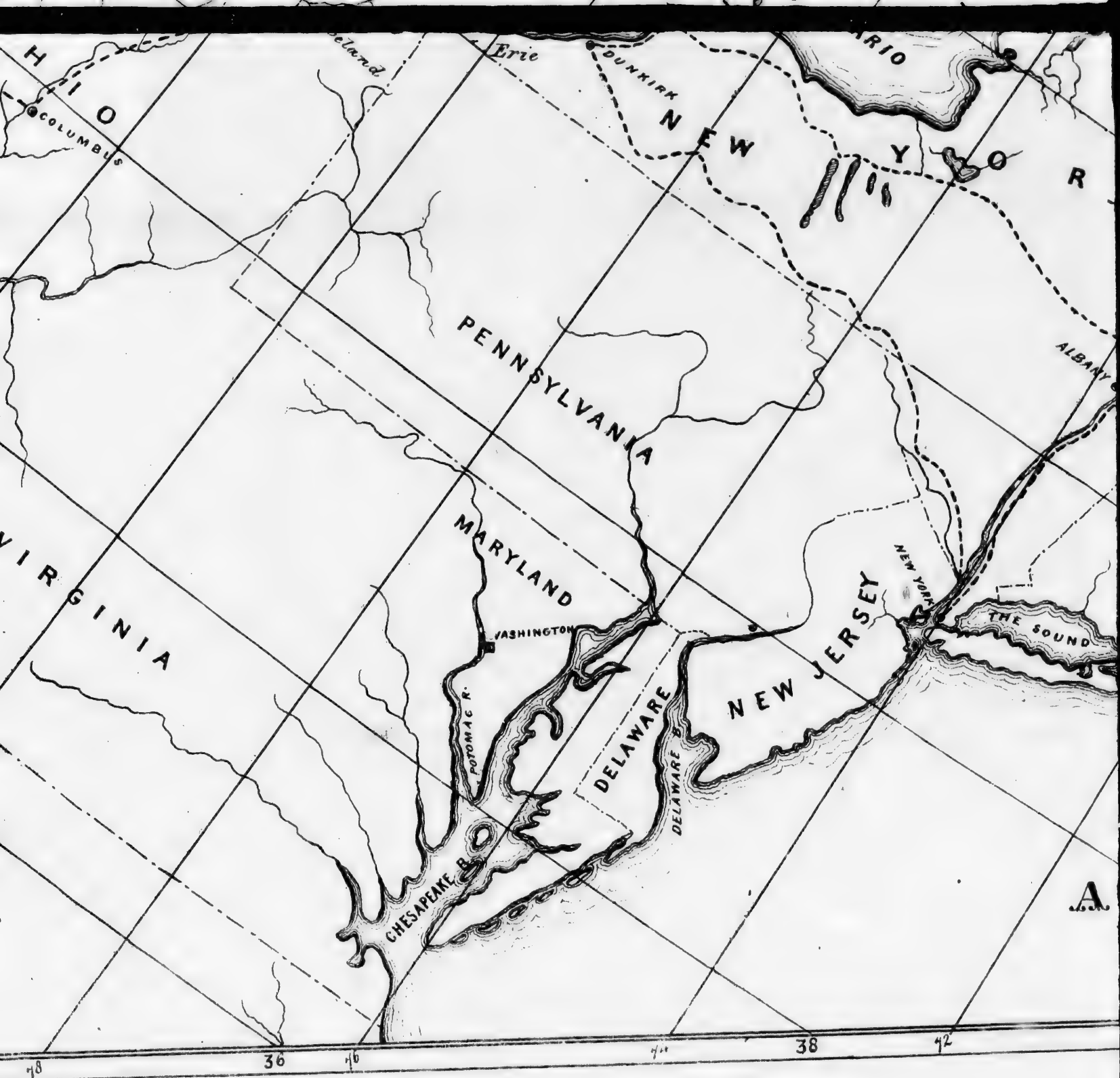
	MILES
<i>From Detroit to New York</i>	
<i>via Dunkirk</i>	745
<i>Buffalo</i>	820
<i>Boston via Buffalo</i>	878
<i>From Detroit to Montreal</i>	565

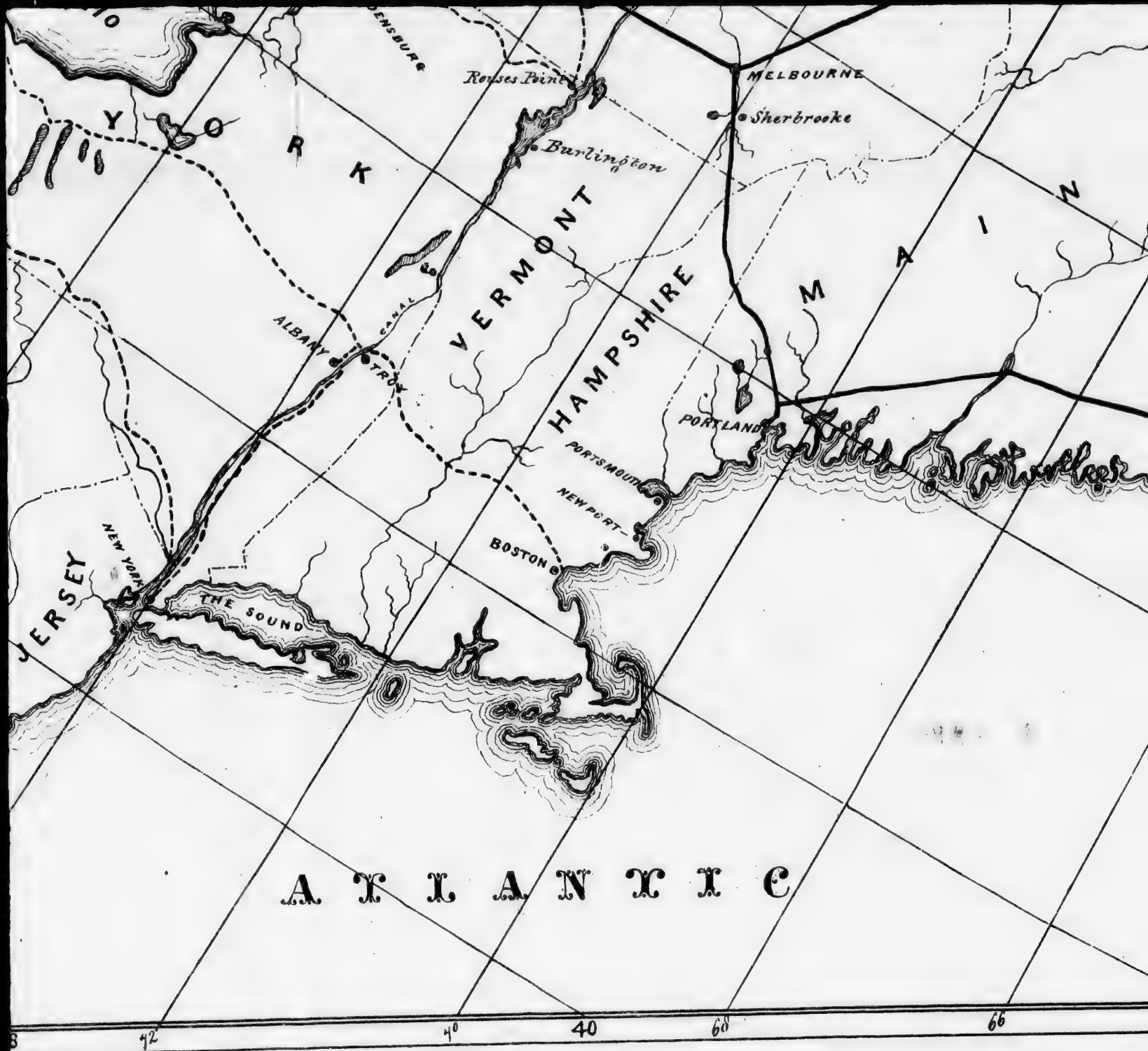
EXPLANATION

Railways Completed -----
Grand Trunk Railway —————







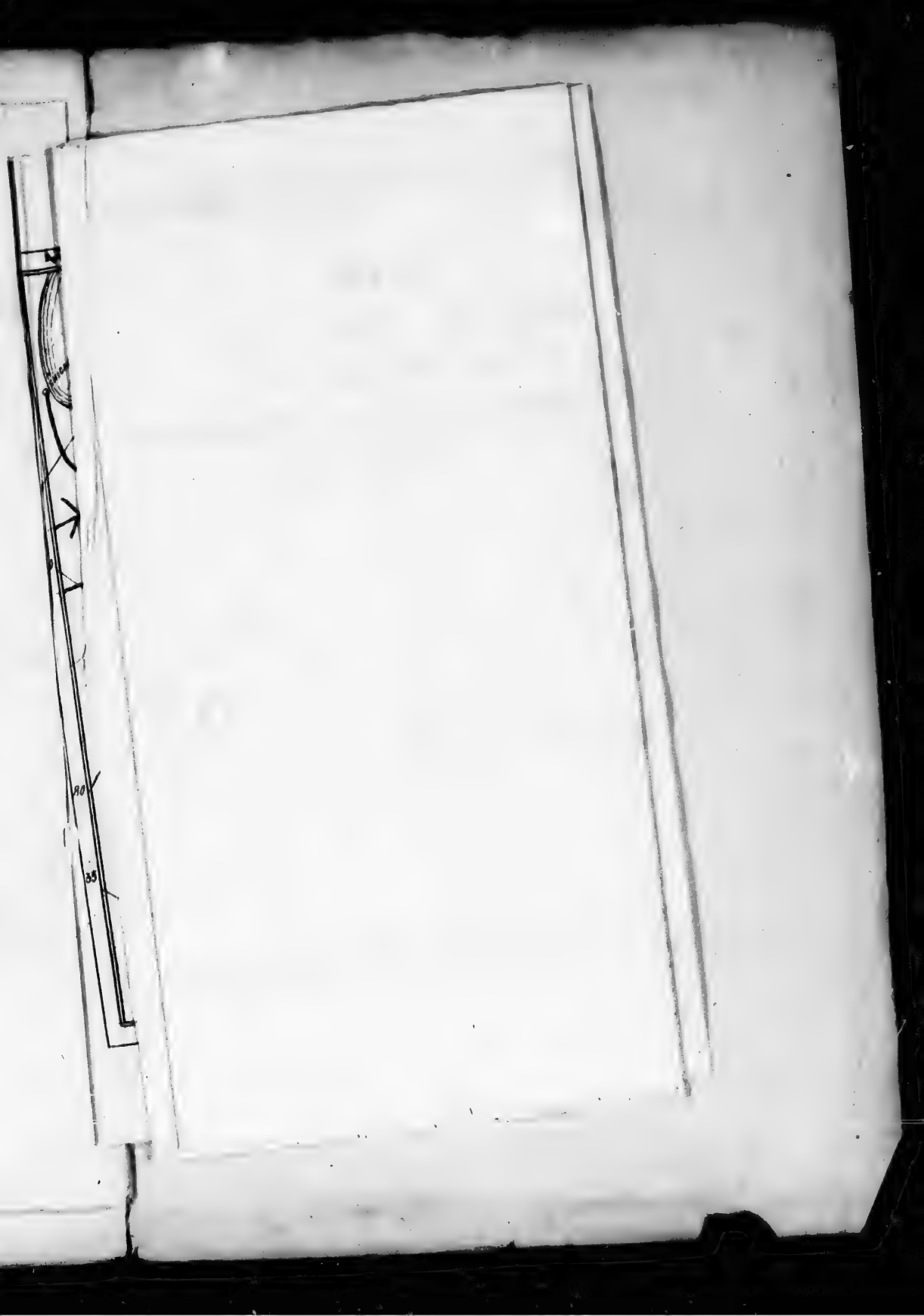






80

85



80

35







Shea

to NEW YORK to

from Montreal to Liverpool 2700 Miles.

ATLANTIC

GROUNDLAND

CAPE RACE

Cape Canso to Galway Bay
Boston to Galway Bay

2000 Miles.
2600 Miles.

New York to Liverpool
Boston to Liverpool

50

45

40

MAP

Shewing the Distances from

LIVERPOOL

NEW YORK, BOSTON & MONTREAL

Miles. 2000 Miles.

Matthew's Lich. Montreal.

Miles. 2000 Miles.
Miles. 2600 Miles.

New York to Liverpool 3100 Miles.
Boston to Liverpool 2900 Miles.

REAL.

OCEAN



